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Scottsdale FlightLine

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Special points of interest:

- FAA Northwest 2000 Update
- Environmental Notice to General Aviation Pilots
- Airport Construction Update

Director's Report

Although I have been with the City now for nearly four years, in March I completed my first year as your official Aviation Director. We have completed many enhancements to the airport facilities in that time and we are embarking on numerous others as you can see by the articles in this newsletter.

We have also completed three years under the 1998 Airport/Airpark Regulatory Rewrite process, which appears to be working effectively for the Administration and the users. The City thanks each of you for your continued cooperation and assistance in conducting your aviation activities within the rules and regulations. As always, we appreciate your comments on how things are working or not working for your particular activity.

The Airport Administration would like to recognize Tom Cavanagh and

Bill Mack as the newly elected Airport Advisory Commission Chairman and Vice Chairman, respectively. I can speak for the Commission in saying that your input is always welcome at the Commission meetings. As a reminder, the Airport Advisory Commission meets every third Wednesday of each month in the Airport Terminal Building. We look forward to your participation and comments.

Scott T. Gray
Airport Director

Inside this issue:

<i>FAA Northwest 2000 Update</i>	2
<i>Airport Operations Issues</i>	2
<i>Operational Levels</i>	3
<i>Environmental Notice to GA Pilots</i>	3
<i>Up-Coming Events Calendar</i>	3
<i>Airport Advisory Commission Update</i>	4

Scottsdale Airport's Construction

Construction is about to begin to revitalize the Airport Terminal Building during the summertime. It should take approximately 120 days to complete which includes two rental car counters, three charter/commuter counters, an operations and Police Department office, and a redesigned entry way into the Terminal Building. During the remodel, D'Atri's Restaurant will remain open to continue to

provide a wonderful atmosphere and quality service to the public and aviator.



The airfield construction will include the reconstruction and extension of Bravo taxiway utilizing FAA, ADOT and City match funds. The approximate cost of the project will be \$3 million.

This project is anticipated to begin in June and be completed in September.

FAA Northwest 2000 Update

BACKGROUND: On January 31, 2001, the FAA issued a Notice of Proposed Action regarding the FAA's proposed Northwest 2000 Airspace plan. The Notice of Proposed action announces the start of a formal **Environmental Assessment (EA)** process by the FAA. The EA consists of formal public workshops, solicitation of formal comments and alternatives and a response to any comments received. The City submitted initial comments on the Notice of Proposed action to the FAA on March 5, 2001 and additional comments and alternatives can be submitted throughout the first phase of the EA process.

FAA'S STATED REASON FOR THE PROPOSED CHANGES: The FAA has proposed the swapping of some arrival and departure routes in the Phoenix Metro area to complement changes to the Albuquerque Center airspace and route structures. The FAA is requesting the route change to deconflict existing high-altitude routes to improve safety, reduce controller workload and delay. The routes have been in place for several decades and the FAA is seeking the changes as the routes were not designed to handle the amount of traffic volume that is now being experienced on a daily basis.

One of the routes initially discussed in the media, the proposed "GUTSY" route, was initially depicted as flying over the City of Scottsdale. This route has been replaced by the "CHEZZ (SILOW)" route, which runs parallel to but runs south-to-north east of the City of Scottsdale boundary. This "CHEZZ (SILOW)" route is an improvement over the "GUTSY" route, which was preliminary and is not being proposed.

CITY OF SCOTTSDALE ACTIONS: The City of Scottsdale is devoting substantial time and resources in an ef-

fort to obtain the highest quality of life for Scottsdale Citizens and neighboring communities. The City has hired an airspace consultant, Crown Consulting, to help develop technically feasible alternative routes and provide technical expertise to the City throughout the FAA's EA process. The City staff has also facilitated several public information workshops to provide information on the proposed routes, the EA process and how citizens may participate in this public process.

City leaders and staff have held meetings with high-level FAA officials and our elected representatives in Washington D.C. to alert them to our concerns about increased air traffic and quality of life issues.

FURTHER INFORMATION: Available through "www.ci.scottsdale.az.us/airport" is the City's initial response to the FAA, a report to the City Council on the FAA's proposal, presentations showing graphics of the existing and proposed routes and the FAA's Notice of Proposed Action. The Scottsdale Airport web site will continually be updated with information from the FAA as it is released, as public workshops are scheduled and as new information is obtained. The FAA public workshops are anticipated for April 23-26.

If you would like your email address or mailing address to be added to our notification list for future meetings and information, or you are having difficulty downloading material from the web site and would like further information via the US Mail, please email kshirer@ci.scottsdale.az.us with your information (email or mailing address).

Airport Operations Issues

Summer Construction Update

This summer, the Bravo taxiway is scheduled to be reconstructed and extended north to the approach end of runway 21. Signage and lighting will also be installed along the entire taxiway. The plans are approved and the funding has been secured. Construction should begin around June or July and will continue for approximately four months. Most of the construction will take place during the day while the runway is open. However, the portions of the taxiway that will be located adjacent to the runway will need to be constructed while the runway is closed. In order to accomplish this and create the least amount of inconvenience for our tenants and users, we will close the runway for approximately 48 nights from 6 pm to 8am. These 48 night runway closures will take place at various stages of the project. A detailed runway closure schedule will be released after the contractor has been selected. Airport tenants will be

notified by mail of the exact closure dates and times within the next two months.



Flying Friendly

Scottsdale Airport is surrounded by noise sensitive neighborhoods in all directions. Airport operations and Noise Abatement personnel would like to remind all of our based pilots to fly at or above the 4 degree glide slope that is designated by our Precision Approach Path Indicators (PAPIs) while approaching the airport. This requirement is also supported by

FAR Part 91.129(e)(1) that states "An airplane approaching to land on a runway served by a visual approach slope indicator shall maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing". Airport administration and our neighbors would like to thank you all in advance for "flying friendly".

Operational Levels

The following is a breakdown by user of the current total of the 33,299 operations in the year 2001 :

- ➔ 21,119 Itinerant
- ➔ 12,180 Local

Of the total 33,299 operations in the year 2001, 6,328 were categorized as IFR operations.

Year to date totals are down approximately 15% in comparison to last years numbers.



The following identifies the historic calendar year operational levels.

1994	– 166,738
1995	– 178,109
1996	– 183,108
1997	– 185,100
1998	– 208,464
1999	– 230,591
2000	– 206,533

Environmental Notice to General Aviation Pilots

The Arizona Department of Environmental Quality (ADEQ) has issued notices of violation to Embry Riddle Aeronautical University (ERAU), Deer Valley Airport (DVT) and Scottsdale Airport (SDL) regarding the practice of pilots disposing aviation gasoline sump fuel samples onto airport pavement and into the atmosphere. ADEQ estimates that the cumulative effect of "dumping" these small samples is resulting in the release of thousands of gallons of aviation gasoline into the atmosphere each year. ADEQ has directed ERAU, DVT and SDL to develop procedures to prevent the mishandling of this "hazardous material" into the environment at their facilities.

Scottsdale Airport is developing an educational program to inform pilots about alternative methods of sump fuel disposal other than releases into the environment. Alternative disposal methods must be consistent with flight safety and fire department restrictions, but prevent release of fuel samples into the environment. Pilots can return fuel samples to the aircraft fuel tank if they deem it is safe to do so or they can contact their fuel supplier for disposal. Pilots may continue to use

their existing sample jars or may wish to investigate obtaining a other fuel sample device. A "GATT Jar" is one such available device which holds a larger fuel sample and has a filtering screen.

ADEQ is requiring local airports to oversee fuel handling on their property to ensure compliance with current State environmental law or face further enforcement action with significant fines. Current Scottsdale City Code applies to this situation and disposal of sump fuel samples on the airport can be punishable by Civil Citation and up to a \$250 fine, or stronger enforcement efforts for repeated violation.

Thank you for your support to ensure the protection of our environment and resolution of the ADEQ violation without fines. Further educational materials and signage is being developed and we would appreciate any suggestions or input. Staff contact: Kevin Shirer, A.A.E., Planning & Environmental Coordinator, Phone - (480) 312-7609, Email - kshirer@ci.scottsdale.az.us.

Up-Coming Events Calendar

- Apr 18: Airport Advisory Commission Meeting 6PM
- May 16: Airport Advisory Commission Meeting 6PM
- May 28: Memorial Day. Airport Administration Offices closed.
- June 20: Airport Advisory Commission Meeting 6PM



Airport Advisory Commission Update

January 2001

The Airport Advisory Commission meeting was held on January 17th. Items for discussion included approval of the Airport Terminal Building remodel contractor, an update on the proposed aircraft museum and proposed changes to the airport Rules and Regulations. Election of officers for the commission included Tom Cavanagh as the chairman and Bill Mack as the Vice-Chairman. The Commission had three new aeronautical business permits for ratification, including Lewis Bernstein, LLC, Desert Aircraft Leasing, and Del Webb Aviation. Informational items included airport lease update and US Customs update.

February 2001

The Airport Advisory Commission meeting was held on February 28th. Items for discussion included approval of the rules and regulations changes, a unanimous vote on the cancellation of the mobile mechanic general manager insurance waiver, an update on the proposed aircraft museum and an update on the FBO issue. Informational items included airport financial plan, development plan, terminal remodel update and the ADEQ notice of violation update.

March 2001

The Airport Advisory Commission meeting was held on

March 21st. Action items included the extension of the FBO, postponement of the FBO invitation for proposals, and ratification of an aeronautical business permit for Cavu Avionics to conduct mobile aircraft maintenance. Informational items included proposed rule changes, insurance waiver issue, the museum update, and the ADEQ notice of violation update.



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